

History Lives On at Eagle Harbor

Bainbridge Island has been a home to the shipbuilding and maintenance industry for decades. Washington State Ferries (WSF) has carried on this legacy at the Eagle Harbor Maintenance Facility since the 1960s. The maintenance facility is the “hub” for all of WSF’s vessel and terminal maintenance, serving the largest ferry system in the United States. The more than 100 skilled laborers and crafts persons working at Eagle Harbor, representing eight different trades, including Pipe, Electric, Shore Gang, Welding, Machine, Carpenter, Sheet Metal, and Insulation, ensure the safe passage of millions of WSF passengers every year.

WSF is the eighth occupant in a long line of shipbuilding and ship maintenance at Eagle Harbor. It all began at the turn of the 20th century with Halls Brothers’ yard built at Eagle Harbor in 1902. And today, Eagle Harbor is the last remaining working waterfront on Bainbridge Island.

The following are excerpts from an article by Michael Jay Mjelde that appeared in *The Sea Chest* (1983), a quarterly journal of the Puget Sound Maritime Historical Society, which details the evolution of the shipyard at Eagle Harbor under Winslow Marine Railway and Shipbuilding Company.*

The Winslow Marine Railway and Shipbuilding Company plant on Bainbridge Island was one of the pioneer ship construction and repair yards on Puget Sound. This Washington Corporation was formed in 1916 to continue shipbuilding and repair work on the site of the historic Hall Brothers Marine Railway and Shipbuilding Company yard at Winslow.

In 1916 the shipyard property consisted of 71.44 acres with nearly 3,000 feet of prime waterfront including tidelands extending out to the line of extreme low tide. The docking facilities were

composed of two marine railways, the largest being a steel and wood cradle with a length of 378 feet, width of 85 feet and a capacity to lift according to printed advertisements “4,000” tons.

There were likewise two shipbuilding ways, a blacksmith shop, machine shop, woodworking shop, sawmill, powerhouse, engine house for the main marine railway, and office buildings, all of which were encompassed within a developed approximately 15-acre area with a waterfront length of 1,100 feet. The total yard complement consisted of approximately 150 personnel. In terms of shipyards, it was essentially a wood-shipbuilding yard with many of the craftsmen being shipwrights and laborers.

In 1917, Captain [James] Griffiths leased the yard to D.W. Hartzell, one of the officers and owners of the Northwest Trading Company. Hartzell incorporated himself as sole owner of D.W. Hartzell, Inc. for the primary purpose of installing engines in the vessels of the Emergency Fleet Corporation [government

agency]. Before the war ended on November 11, 1918, only two hulls had received their engines at Winslow, and with the cessation of hostilities, the government canceled all contracts for engine installation, so following the yard returning to Griffiths’ management.

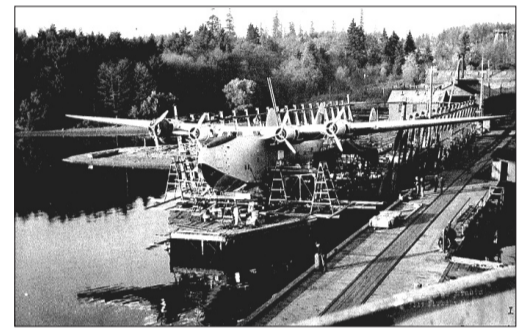
Following the war and into the early 1920’s no new vessels were completed at Winslow other than the GRIFFSON. Repair work kept the yard alive, much of which was maintaining the Griffiths’ fleets as well as the last remaining sailing ships in world tramping trade and the Alaska cannery trade.

In 1926 Captain Griffiths commissioned Allan McDonald to build a beautiful ocean-going power cruiser for him at Winslow. In 1927 Allan McDonald successfully bid to construct a new automobile ferry for the Sound Ferry Lines, Inc. of Edmonds. This diesel-powered vessel was to be name QUILLAYUTE, and her 160 foot long wooden hull had a capacity of 50 automobiles and 500 passengers.

In 1928, the third year in a row, a new vessel was built at the Winslow yard. This year saw the construction of the wooden tug CHAHUNTA, a 79.6 X 21.6 X 11 foot vessel powered by a 200 horsepower diesel. She was to eventually see service for the Lincoln County Logging Company of Oregon towing logs from the Siletta River to Newport, Oregon.

In 1932 at the height of the depression, the men worked only when a repair job was landed. The rest of the time, the yard workmen kept their personal vegetable gardens up to provide staple foods, fished for sea life, or cut wood to feed the home fires. Whenever the yard whistle blew a specific signal, men of the various trades would drop what they were doing and then either walk to the shipyard, or row their small boats from various spots on Bainbridge Island.

The government W.P.A. (Works Progress Administration) came to the yard’s rescue this year of 1934 with the construction of the \$125,000 motor vessel BROWN BEAR. The 115 foot wooden vessel was built for the government Bureau of Biological Survey and Alaska Game Commission. Since private construction on the Sound was almost at a standstill, the six months of steady work her building provided was an obvious upturn in Bainbridge Island’s economy.



Boeing Clipper at Eagle Harbor, 1938.
Photo courtesy Michael Jay Mjelde.

In 1937-38, one of the major fleet transfers of ship ownership on the west coast was to affect the yard over a period of months. This was the purchase of five diesel-electric, double-ended ferries by the Puget Sound Navigation Company [which would later become Washington State Ferries] for service on Puget Sound. The 240 foot, wooden-hulled vessels were GOLDEN AGE (renamed KLAHANIE), GOLDEN STATE (renamed KEHLOKEN), GOLDEN POPPY (renamed CHETZEMOKA), GOLDEN SHORE (renamed ELWHA) and GOLDEN BEAR. These five vessels had been idled by the completion of bridges

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Eagle Harbor Boatyard, 1917. Photo courtesy Williamson Collection, Puget Sound Maritime Historical Society.

Judy Fosmo Becomes First Female Chief Engineer at WSF

On April 1, Judy Fosmo made Washington State Ferries’ (WSF) history by becoming the first female Chief Engineer at WSF. On her second day as Chief Engineer, she ran the engine room as the M/V Elwha resumed service on the International route after a winter break. She is now on her permanent assignment as Chief Engineer on the M/V Cathlamet, where she will work with one Assistant Engineer and one Oiler. The Cathlamet is one of two vessels assigned to the Mukilteo-Clinton route.

Judy has worked for WSF for 24 years. She rose to the position of Chief Engineer over the years through a powerful combination of education, determination, and patience.

Judy’s family and childhood primed her for a career in the maritime industry, beginning with her grandfather, George Sorenson, who at age 14 worked as a deckhand sailing ships going around the Horn, and retired as a Captain for Standard Oil Company. Judy’s father, Olaf Fosmo, followed in her grandfather’s footsteps, eventually becoming a Captain for Standard Oil Company.

Judy’s father had a direct influence on her decision to pursue a maritime career. A WWII Navy Veteran, he worked his way up from deckhand to Master for Standard Oil Company, working on a tug and barge that sailed the waters throughout Puget Sound. When Judy was growing up, her father had a schedule similar to her current one — seven days on, then seven off. She remembers her entire family going to the tugboat for dinners prepared by the boat’s chef to celebrate an occasional Thanksgiving or Christmas with her father. This instilled an affection for the maritime industry in Judy and two of her four brothers (Alan and Brian), who are now offshore Chief Mates.

But it was in 1979, when Judy’s boyfriend (and now husband) Jim Whitefield, an Oiler for WSF at the time, showed her the engine room of a ferry, that she was hooked. But getting a maritime job would be a little tricky. “In the 1980s, it was difficult to get Coast Guard certificates,” says Judy. “You either had to have experience, lots of sea time, or a letter of intent from a company. But, you couldn’t get the sea time without either working a vessel or education. It was a Catch-22.”

So, she went to a maritime school (the Trident) affiliated with Seattle Central Community College to get her Marine Engineering certificate and qualify to take the exam for an Oiler’s endorsement. To make ends meet, Judy worked for the State Department of Fisheries. She loved being outdoors, but it wasn’t really paying the bills. So, to pay for her education and better support herself, she took a job lashing barges for Crowley Maritime. Basically, when a railroad barge was pulling in, Judy would get a call (oftentimes in the middle of the night) to come unleash the railroad cars and then lash new cars onto the barges. Judy says

the schedule actually worked out well, as it allowed her to go to school uninterrupted, and she muses that she, “got to know what the underside of all the railroad cars looked like.” She remembers seeing the Seattle-Bremerton ferry while working on the barges, determined to one day work on a boat like that.

After completing the two-year engineering curriculum, Judy had her six months of sea time and could take the Coast Guard exam and get her Oiler’s endorsement. Once she had that under her belt, she applied for and got a job with WSF as an on-call Oiler. As an on-call employee, she worked in the engine rooms of almost every boat in the system, including the now retired M/V OLYMPIC.

Judy was an Oiler until 1990, when she had logged the necessary sea time (a minimum of three years), passed the Coast Guard exams, and became Assistant Engineer on the M/V ELWHA. As Assistant Engineer, Judy helped maintain the machinery on the ship and performed preventative maintenance. WSF’s engine crews perform every type of maintenance you can think of — mechanical, electrical, plumbing, heating, welding, and more. Judy really enjoyed doing the mechanical work in the engine room, such as setting valves, changing fuel injectors and changing power packs.

In 1998, she got her Chief’s license. She worked temporarily as a Chief Engineer, filling in when needed, while she waited for a position to open.

Judy says she relishes the breadth of experience she received coming up through the ranks at WSF. She remembers a time when a boat’s propulsion was controlled by a telegraph between the pilothouse and engine room. Throughout her career, Judy has gained experience with electrically-driven fixed propeller

boats (which most of WSF’s current vessels have), and those that have controllable pitch propellers, such as the Issaquah Class vessels.

But the thing that Judy likes most about WSF is the people she works with. “First and foremost, I like the crews,” says Judy. “They’re really good people and dedicated to keeping the boats running. It’s a really good environment.”

And keeping the boats running is something our engineers and Maintenance Department do expertly. The maintenance of our boats is the highest contributing factor in achieving our stellar 99.87% (2005) trip completion rate. Although engine room crews can perform some maintenance during operating hours, most work is done at night, on vessels that may have only one hour of tie-up time. This flexibility and efficiency from our engine room crews enables the ferry system to maintain a reliable and tight operating schedule.

Judy’s love of engineering and mechanical things even carries over into her personal life. In her spare time, she is usually riding one of her three motorcycles. She and husband Jim have taken exotic vacations that usually include at least one of their passions — motorcycling or SCUBA diving.

Judy has two sons Ian, 33, and Michael, 30. Although she made sure they got their Coast Guard Merchant Mariner’s Documents, also known as “Z” cards, for Wiper/Ordinary Seaman, neither chose to work for WSF. Ian is a fisherman in Alaska and Michael has a contracting business.

Judy says she doesn’t mind that her sons don’t work for WSF, but she still holds out hope that perhaps one or both of her granddaughters might choose to go down the trail she is blazing. ■



Judy Fosmo, WSF Chief Engineer.

Summer Inspiration, Compliments of WSF

Ah, summer in Western Washington. It's time for longer days, long-awaited blue skies, and ferry rides! It seems no matter what your summer plans include; a ferry ride is often on the itinerary.

Puget Sound residents, when you're making plans this summer, don't forget that the ferries are more than just a way to get to work or home. They are a link to vacation destinations, a fun attraction in their own right, and one of the best ways to just kick back and take in the Northwest scenery during those sunny summer days. And, just like your trusty barbeque grill and wading pool — they're right in your own backyard. (But, when was the last time you enjoyed your dinner while watching sea lions play?)

Let one of the ideas and tips below inspire you to get out there and experience your summer to the fullest. And, view the beautiful Northwest summer from the best seat in the house — a seat on the ferry.



Ferry Destinations — Let Us Take You Somewhere Special ...

WSF has 10 routes on Puget Sound from Tacoma to Sidney, British Columbia. Each ferry community has their own unique flavor and a little something different to offer visitors.

Point Defiance (Tacoma) / Tahlequah (Vashon Island)

Tacoma is fast becoming an alternative to the Seattle scene, with a redevelopment going on downtown that features an eclectic mix of great theater, wine bars, art galleries and a shiny new convention center. The Tacoma Dome hosts a variety of concerts and exhibits, and Point Defiance Zoo and Aquarium and the Ruston Way waterfront are just a jaunt from the ferry terminal. From Tacoma, a 15-minute ferry ride takes you to Vashon Island. The trip by ferry is one of the most spectacular in the ferry system, with views of other islands as well as the Cascade and Olympic Mountains. Artists and organic farmers make Vashon Island a special and unique place. With its wonderful cafes serving organic fare, and plethora of hidden spots to discover, Vashon Island is a relaxing and special day trip.



Vashon / Southworth / Fauntleroy (West Seattle)

From Vashon Island, you have the option of going west to Southworth on the Kitsap Peninsula, or east to Fauntleroy in West Seattle. Southworth offers a quiet, wooded oasis and is en route to the rest of the Kitsap and Olympic Peninsulas; while West Seattle is one of the Seattle metropolitan area's burgeoning neighborhoods; and the cafes and restaurants along Alki Beach serve up a great view of downtown Seattle.

Seattle / Bainbridge Island and Seattle / Bremerton

Downtown Seattle takes you to Bremerton, where redevelopment is taking hold of the downtown, complete with the new government center, an ultra-modern 6-story building, Kitsap Conference Center, and a brand new Anthony's restaurant right on the waterfront. But history still stakes claim, with the presence of the Puget Sound Naval Shipyard, which appears on the horizon about 2/3 the way through the ride from Seattle. And just a short drive across

the Manette Bridge, hip entrepreneurs in the area are coming out of the woodwork, bringing funky shops and excellent eateries.

The other option from Seattle is to take a ride on the busiest route in the ferry system to Bainbridge Island. Just walk off the ferry and you'll be the middle of everything — award-winning and al fresco dining, art galleries and artists' studios, antique and boutique shops. Or, take a drive and explore everything the Island has to offer, from shoreline interpretive sites, to the Farmer's Market, winery, and Bainbridge Island Historical Museum.

Edmonds / Kingston

One of Washington's most picturesque waterfront communities, Edmonds offers visitors a seaside ambience and residents an appealing, small-town quality of life. Oh, and really fun shopping on Main Street, which dead-ends right into the ferry terminal! When you're done shopping, you can sail on to the city of Kingston, known as the gateway to the Olympic Mountains. Don't miss the fabulous crêpe shop right near the Kingston ferry terminal.

Mukilteo / Clinton

Mukilteo is a scenic waterfront community that is a blend of old and new. The Mukilteo Lighthouse Park is home to the historic Mukilteo Light Station and offers an accessible beach, picnic area, and a boat launch. But the City is also a neighbor to high tech companies such as Boeing.

Clinton is located on southern Whidbey Island, a nearby escape for many Seattlites. But don't let the rural atmosphere on the Island fool you. They take their leisure very seriously. The motto of the city of Langley sums it up nicely — "We have refined the art of living and live the arts." Fine wine, fine chocolates, art galleries, good food, hot springs, fresh pies, sea kayaking, wildlife, and farm-fresh everything are just the tip of the iceberg, or should I say the arugula?

Keystone / Port Townsend

Keystone is located near Coupeville on northern Whidbey Island. The area is known for its numerous festivals and historic downtown. The town features numerous art galleries, restaurants, lodgings and a variety of shops, all locally owned. Try the mussels that come to restaurants fresh from Penn Cove — they are legendary!

Go to Port Townsend to experience their thriving music and theatre scene, and many hidden gems in the visual arts, writing and poetry. New and established artists of all disciplines are presented at workshops, events, gallery walks, and festivals. Port Townsend is also one of only three Victorian seaports in the U.S. on the National Historic Register.

Anacortes / San Juan Islands

Anacortes is referred to as "The gateway to the San Juans." But, the City also has miles of saltwater shoreline, four freshwater lakes, and a plethora of forestlands and parks, including a skate park, and an amphitheatre park.

The San Juan Islands are a magical place to sail around, or stop and visit. Each island has a distinct vibe and culture.

Shaw Island is a rural retreat for those who truly want to just commune with nature. There are no hotels, no restaurants. But, if you go looking for relaxation, you'll find it there. Shaw Island is most known for the Franciscan nuns, who operated the ferry terminal until 2004. The terminal and the store are now run by the Mason family, who has recently added an ice cream shop and espresso to the store. The Island is mainly flat, so bring a bicycle. Then close your eyes, listen to the sounds of waves, and Relax — you're on Island time.

Orcas Island offers visitors the widest range of outdoor activities. Moran State Park offers miles of trails, several lakes, and over 150 campsites. Experience the breathtaking 360-degree view of the San Juan Archipelago from Mt. Constitution. With plenty of cute bed & breakfasts, you can spread your exploring time over days (or longer!). After all this activity, get pampered at Rosario Resort & Spa, which offers a full menu of spa services.

Lopez Island offers a mix of both worlds — a cute village shopping area and an opportunity for a quiet respite. Lopez Village is just a couple miles from the ferry terminal, just past Lopez Island Vineyards, San Juan County's oldest winery, which produces fine wines and organically grown grapes. The Village has several art galleries, restaurants, and a variety of shops. Partake in activities such as bicycling, beach

combing, kayaking, whale watching, hiking, and fishing. Oh, and don't forget to wave to the locals — Lopez is known as the Friendly Island.

Friday Harbor, located on the east side of San Juan Island, is the largest town in the San Juans. It is home to the Friday Harbor Whale Museum; a renowned performing arts center; and loads of restaurants and shops. On the north end of San Juan Island, about 10 miles from Friday Harbor, is another port of entry known as Roche Harbor Village. Listed on the National Register of Historical Sites, the Village transports visitors back in time with its beautiful Victorian gardens and historical buildings. Roche Harbor has an airstrip, marina, lodging, grocery store, restaurants, a sculpture park, shopping and activities. In the San Juans, there is truly an Island for everyone.

Anacortes / Sidney, B.C.

WSF resumed service to Sidney, British Columbia on April 2 for the Spring, Summer, and Fall seasons. Just a few miles north of Victoria, Sidney is one of Vancouver Island's best-kept secrets. Shop at the bookstores on main street and enjoy the revitalized waterfront. Or jaunt down to Victoria for a truly English-Canadian experience — have high tea, ride on a double-decker bus, and visit beautiful Butchart Gardens.

Or, Just Enjoy the Journey ... and the View

Whether you have out-of-town visitors, or just want to remind yourself of the beauty of your hometown, a ferry ride is the way to go! Hop on any of the routes listed above and enjoy a meal, maybe a glass of wine, and a great view. Watch as the setting sun turns the glass and metal buildings in downtown Seattle into gold; and Mount Rainier turns a beautiful purple-blue. Glimpse sea lions sunning themselves on buoys out in the Sound. Then breathe in the salty air and just relax. Now that's summer for all your senses!

The Ferry Terminal as a Destination — Fun Events This Summer

Summer Party at the Pier — Seattle Ferry Terminal (Pier 52) North Vehicle Lot

WSF is hosting its first ever summer concert series at the Seattle Ferry Terminal to benefit Northwest Harvest. Suggested \$5 donation at the door. The north end passenger entry booth will open at 6:30 p.m. The concerts will take place Saturdays from 7:30 p.m. to 10:00 p.m.

The Pier 52 "Upper Deck" food concessionaires will set up a temporary food court in the lot along with fun, live music and plenty of room to dance! **No Alcohol Please.**

Party at the Pier Summer Line-up

- Saturday, June 10 — Freddie Pink and the Kirkland Brothers, R&B, Motown and the Funk Classics
- Saturday, July 15 — Emerald City Throwdown Dance Variety Band 60s, 70s, & 80s
- Saturday, August 12 — 3D, Seattle's All Star Disco, Funk and R&B Revue, Hits of the 60s, 70s, 80s, & 90s



Freddie Pink and the Kirkland Brothers is just one of the bands that will perform at the Seattle Ferry Terminal this summer.

Picnic at the Pier — Seattle Ferry Terminal (Pier 52) Outside Passenger Level

Commuters, tourists, and those working in downtown Seattle had such a great time last year that we've decided to bring the outdoor summer late afternoon event — Picnic at the Pier — back to the Seattle Ferry Terminal.

Every last Friday of the month from June through August WSF will be providing summer music to the ferry commuters and local businesses. The bands will be playing on the upper level of the Seattle Ferry Terminal near the Colman Dock Clock from 3:00 p.m. to 6:30 p.m.

So grab a friend and head down to the Seattle Terminal to enjoy some fun, sun and great summer music! While you're there be sure to check out the Seattle Ferry Terminal Upper Deck eateries, cafes, newsstand, and more. What better way to end the day than a sunset ride on the ferry!

The Picnic at the Pier Line-up

- Friday, June 30 — Band to be announced
 - Friday, July 28 — The Toucans
 - Friday, August 25 — The Shifty Sailors
- For more information on the band line-ups, please visit our website at www.wsdot.wa.gov/ferries/



Helpful Hints and Reminders for Summer Ferry Fun

Arrive Early

With bigger summer crowds, customers are advised to arrive earlier than usual to get the sailing of their choice. Depending on the route, customers may need to arrive anywhere from 20 minutes to 2 hours in advance of the sailing. For instance, vehicles on Point Defiance-Tahlequah route are advised to arrive 20-30 minutes in advance of their departure; whereas those traveling to the San Juan Islands at peak times should arrive in Anacortes 2 hours before departure.

For a complete list of suggested arrival times, visit WSF's website at www.wsdot.wa.gov/ferries/commuter_updates/ and click on Wait Times.

Fireworks

The Fourth of July is coming soon. Customers thinking about transporting fireworks onboard a ferry should be aware that an important part of the ferry system's overall security plan is the use of explosive-detection canine teams to screen vehicles. The dogs are trained to sniff out explosives, which includes fireworks. This means that vehicles carrying fireworks should anticipate and allow for screening time.

Ferry customers are expected to follow laws regarding legal fireworks in Washington State. Legal fireworks include sparklers, ground spinners and roman candles. Illegal fireworks or other illegal explosive devices are not allowed on the ferries, and will be confiscated and disposed of by the Washington State Patrol. Keep in mind firecrackers, bottle rockets and skyrockets are illegal once removed from tribal lands.

WSF urges those hoping to watch fireworks from the deck of a ferry to consider other viewing areas, on shore, or near the ferry docks. WSF customers should remember that security measures require the ferry crew to clear the vessels at each port.

Kayaking Near Ferry Terminals

When operating a kayak around WSF vessels or ferry terminals, there are both safety and security concerns that should be considered and factored into your plans.

The security rules that apply to sea kayakers are two: stay 100 yards from a moving ferry, and 25 yards from a docked ferry.

If you must pass by the dock, wait until the ferry leaves if there is any question about safety or security proximity rules. If you must pass a docked ferry, beware the prop wash, which requires 50-75 yards of clearance, much more than the regulated 25 yards. Also, pay close attention to ferry traffic and scheduled arrivals/departures if you go to the outside so as not to interfere with ferry operations.

As you can see, there are many creative and new ways to enjoy WSF. Whatever you do this summer, it's easy and fun to incorporate ferries into your plans. And don't forget your sunscreen when you're enjoying the view from the upper deck! ■

Eagle Harbor continued from page 1.

on San Francisco Bay and were to represent an effort by the "Black Ball Line" to upgrade their existing automobile ferry fleet, many of which were obsolete converted former single-ended passenger steamers.

On October 26, 1938, the most unusual docking in the career of the yard was accomplished. A Boeing "Clipper" flying boat was hauled out for tests preliminary to her final approval by the Civil Aeronautics Administration.

The first steel vessel was built at Winslow in 1939. It was a drydock caisson for the new 1,000 foot long drydock under construction at the Puget Sound Navy Yard at Bremerton. Steel construction had necessitated equipping the yard for the first time with stationary and portable welding machines.

In the summer of 1940, the Puget Sound Navigation Company purchased six more diesel-electric ferries for service on Puget Sound. Larger vessels were particularly needed on the Seattle-Bremerton route, since with World War II already raging in Europe, shipbuilding activity and repair work was being expanded at a rapid rate at the navy yard at Bremerton.

In 1941 shipyards around the Sound were becoming heavily involved in new military construc-



Eagle Harbor Boatyard, 1917. Photo courtesy Williamson Collection, Puget Sound Maritime Historical Society.

tion, and the plans made for Winslow by the Griffiths family were to be no exception. Winslow Marine Railway and Shipbuilding Company contracted with the U.S. Navy to build four 220 foot steel minesweepers. With two building sheds, two vessels could be built simultaneously. All four vessels, PURSUIT, REQUISITE, REVENGE and SAGE were launched in 1942 and commissioned in 1943.

In 1942, a second contract was signed with the Navy to build eight 180 foot steel minesweepers. These were to be named USS SALUTE, SAUNTER, SCOUT, SCRIMMAGE, SCUFFLE, SENTRY, SERENE and SHELTER. In 1943, a third contract was signed with the Navy to build five more 180 foot steel minesweepers. These were to be named USS GARLAND, GAYETY, HAZARD, HILARITY, and INAUGURAL.

These war years had seen big changes in the yard. Whereas, in 1940 there were 100 yard workers, in 1943 the number had swelled to 2,300. A new 142 by 147 foot Navy warehouse had been built (now the maintenance shed for the Washington State Ferry fleet) to house Navy gear, government supply material, and allowance list items. A 510 foot outfitting pier (Pier No. 2) and a smaller 150 foot pier (Pier No. 3) were likewise constructed. Most of the pre-war

structures were now modified, and the wooden fence on the north side of the yard site was now pierced by a gate commandeered by guards who prohibited easy access to the yard.

In 1944 another contract was signed with the Navy to build twelve 65 foot steel harbor tugs. Although the bulk of the repair work related to Navy ships, the ships for the Puget Sound Navigation Company were being regularly serviced as well. Such vessels as KALAKALA, MALAHAT, CITY OF SACRAMENTO and the other vessels of the Black Ball fleet were regularly hauled out, cleaned and painted during the war years.

Following the end of the war, the yard was once again converted to peace-time use.

In July, 1946 the Winslow Marine Railway and Shipbuilding Company ceased direct operation of the yard with the lease of the area to E.A. (Eddie) Black and James J. (Jim) Featherstone, a co-partnership doing business as Commercial Ship Repair. Eighteen months later, Black and Featherstone purchased the leased area encompassing 1,022 feet of waterfront.

For thirty years, the Griffiths family had guided the fortunes of the shipyard through good times and bad. Initially, Captain James Griffiths had put the idea in motion of having a shipyard that would insure adequate care of Griffiths' company vessels. Captain Griffiths had been followed by his son Stanley A. Griffiths in overseeing the affairs of the yard and arranging for its expansion prior to World War II. Following the death of his father and grandfather, James F. Griffiths had stepped into their shoes, and with the help of many dedicated employees had brought the yard construction program to a successful end.

*Permission granted by Michael J. Mjelde and the Puget Sound Maritime Historical Society.

To read the full article on the Winslow Marine Railway and Shipbuilding Company, go to www.pugetmaritime.org or request a copy by calling Larry Myhre, Custodian of back copies for the Puget Sound Maritime Historical Society at 425-747-0133. ■



Engine being lowered into the M/V WILLAPA. Photo courtesy Williamson Collection, Puget Sound Maritime Historical Society.

WSF Gathers Public Comment on Seattle Terminal Project

Washington State Ferries (WSF) is making plans to repair, replace and expand the Seattle Ferry Terminal at Colman Dock. Originally built in 1936, the timber structures in the north half of the dock are being eaten away by marine borers and need to be replaced. In addition, the existing terminal building is undersized and in need of seismic, electrical, and energy upgrades.

WSF is just beginning an Environmental Impact Statement (EIS) for preservation and improvement of the terminal. From April 20 to May 19, WSF gathered public comment on the purpose and need for the project, options to consider, and the scope of issues to be studied during the environmental review. Over 175 comments were submitted ranging from observations on operational issues to suggestions for future terminal amenities.

The comments will be used as the project team develops alternative designs for the site. The draft EIS is scheduled to be published in 2008. Construction of the new terminal may begin as early as 2011. This project is being closely coordinated with the replacement of the Alaskan Way Viaduct and Seawall.

Colman Dock is WSF's busiest terminal and is used by over nine million riders per year. In coming years, the number of daily commuters and visitors

is expected to grow. The number of walk-on passengers using Colman Dock is projected to triple over the next 25 years, while vehicle traffic will grow at a slower rate, nearly doubling by 2030.

The Seattle Ferry Terminal Project will expand the size of the terminal in order to accommodate the projected future growth in ferry ridership; improve pedestrian connections to transit and to the downtown core; and improve the environment along Seattle's urban waterfront by creating new marine habitat and improving conditions for salmon and other fish species. WSF is also considering the possibility of privately funded, transit-oriented development at the site, in order to generate additional revenue for the system.

For more information on the project, please visit the website at www.wsdot.wa.gov/ferries/projects/SeattleColmanDock/, or contact Hadley Greene, WSF Customer and Community Relations, at 206-515-3913, or by e-mail at SeattleFerryTerminalProject@wsdot.wa.gov. ■



Planning Your Summer Vacation? Why Not Take a Break from High Gas Prices!

There are several options to commuting to and from work alone and paying those high gas prices! Smart commuters are reaping the financial rewards and enjoying an easy commute as a result of a simple change in their commute habit. Choosing an alternative commute option — like carpooling, vanpooling and VanShare — reduces your commute time and gives you a chance to take advantage of benefits like preferential loading for carpools or vanpools on the ferry. You will also save money by reducing fuel costs and wear and tear on your personal vehicle. Join your fellow ferry commuters and participate in a carpool or vanpool — currently there are 110 carpools and 191 vanpools registered in WSF's Rideshare program.

Research Ridematch — Rideshare Online (www.rideshareonline.com), the regional Ridematch system, offers a great opportunity to instantly find a rideshare partner. Register today and run a "Match" list to discover carpools and vanpools going your way.

Preferential Loading Benefits — Save precious time on the ferry. Register your three-person carpool or vanpool with WSF's Rideshare program. Simply arrive 10 minutes prior to the scheduled sailing and your carpool or vanpool is guaranteed to be on the ferry. To register for Preferential Loading, please visit the web site at www.wsdot.wa.gov/ferries/rideshare/. If you do not have access to the Internet and would like information mailed or faxed to you, please call 1-888-808-7977.

Consider Carpooling — Find at least two other commuters to share the ride and give your car the spring break it deserves by sharing the driving responsibilities with your carpoolers. Carpooling is easy and flexible because you make the arrangements and split the costs.

Freewheeling in a Vanpool — Vanpooling saves wear and tear on your vehicle every day, and puts the miles on an agency vanpool vehicle. Find at least four other commuters to share the ride and, as a registered

vanpool with WSF, your vehicle fare is waived. The vanpool monthly fare covers the gas, maintenance, insurance and roadside assistance. Approved Metro drivers can use the van for personal use. Visit www.rideshareonline.com for a list of vanpool providers.

Try VanShare — Park your car at home and discover the newest trend — VanShare. Commute to the terminal with a transit agency van or from the terminal to your work site. Join one of the many VanShares, such as groups commuting from Colman Dock to their employer in South Lake Union or from the Fauntleroy terminal to the Duwamish area. The VanShare program is limited to a 20-mile round trip commute. The low monthly \$50 fare is split amongst the group along with fuel costs. The monthly fare covers the maintenance, insurance and roadside assistance.

For more information on these rideshare modes or assistance in finding other commuters to rideshare with, please call 206-625-4500 or 1-800-427-8249. ■



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WSF Facts/Trivia

- WSF's trip completion rate in 2005 was 99.87%.
- WSF's on time performance in 2005 was 92%.
- WSF averages about 500 departures per day and travels approximately 2,500 miles per day.



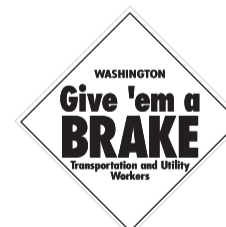
For real time traffic, weather, and construction information, simply dial 5-1-1 from most phones.

Do you have a question, comment, or a story idea for Sound Crossings?

Send it to:
SCEditor@wsdot.wa.gov

or mail to:
Sound Crossings Editor
Customer and Community Relations Dept.
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

While traveling on Washington roads and highways, be sure to watch for construction and maintenance crews!



Correction to 'Clean Teams' Article from Last Edition

In the April/May edition of Sound Crossings, an article ran about WSF Clean Teams. The teams are working on the Vessel Maintenance and Current Condition (VMCC) project and Terminal Maintenance and Current Condition (TMCC) project. The intent of these projects is to take a systemwide approach to facility upkeep issues, such as determining whether a lingering issue can be resolved, whether certain areas need more attention from crews, or whether our cleaning products are effective.

The first sentence in the article stated that, "WSF has assembled two teams of four employees and tasked them with taking an in-depth look at every vessel and terminal in the ferry system, with the exception of the San Juan Islands and Sidney, B.C."

Please note that this is incorrect, and that the San Juan Island vessels are included in this effort. We apologize for any confusion this may have created.



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SoundCrossings

June/July 2006, Volume 3, Issue 3

Sound Crossings is published bi-monthly by Washington State Ferries for ferry riders.

The WSF Administrative Offices are located at:
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

Mike Anderson, WSF Executive Director
Editor, Michelle Norfolk
Advertising, Jill Andrews, 206-870-2470
Design, Graphics



Printed on Recycled Paper

Sequim Lavender Festival Promises a Treat for All Your Senses

Sunny Sequim

Just a short trip west of Seattle, visitors can retreat from the pace of city life and surround themselves in the sunshine and beauty of the Sequim-Dungeness Valley. Tucked between the Straight of Juan De Fuca and the Olympic Mountains, in the shelter of the "rain shadow," Sequim enjoys some of the sunniest weather in Western Washington.

Located just miles from the historical seaport of Port Townsend, Olympic National Park, and Hurricane Ridge, Sequim's beautiful weather and outstanding scenery make a visit to the area enjoyable in itself, whether you are hiking/biking the many trails, exploring the Dungeness Spit, or taking in area marine life. Spend time on the trails or take in a program at the Dungeness River Audubon Center at Railroad Bridge. Indulge your taste buds with a tour of the North Olympic Peninsula Wineries and visit the lavender farms.



For More Information

Sequim Lavender Festival

www.lavenderfestival.com or call 1-866-681-3035

Sequim-Dungeness Area

www.cityofsequim.com

Sequim Lavender Growers Association

www.lavendergrowers.com

Sunbonnet Sue Quilt Club of Sequim

www.sunbonnetsuequiltclub.org

North Sound Wineries

www.northsoundwineries.org

Dungeness River Audubon Center at Railroad Bridge

www.dungenessrivercenter.org

Hurricane Ridge

www.nps.gov/olymp/hurr.htm

Lavender in Sequim

No matter what brings visitors to the area, they can't help but notice the fields of lavender plants scattered through out the valley. Lavender grows in planters, on the sides of streets, and adorns storefronts. The city of Sequim embraced lavender more than a decade ago, after a handful of farmers planted lavender and started to cultivate the lavender industry on the Olympic Peninsula. Now more than 30 farms have joined the Sequim Lavender Growers Association and have made Sequim the Lavender Capital of North America™.

Every third week in July the community celebrates with the Sequim Lavender Festival™, a three day event with eight farms on tour, a street fair, and many other community events offering something for everybody. This year's Festival will take place July 14-16.

Each of the eight farms on tour is a celebration in itself, with demonstrations, workshops, u-pick, food, crafts, music, and more. After spending time in the fields, visitors are invited to grab a bite to eat and relax in the beer and wine garden to take in some of the regional entertainment. Returning festival goers will find something new each year, such as this year's new "Meet the Farmers" sessions at each farm daily. A \$10 Farm Tour Ticket, in the form of a commemorative festival button, allows for admission to all farms on the tour and transportation on the shuttle bus. There is no charge for children 12 years old and younger. While the farms are close and parking is free, festival goers can simplify their day by riding the shuttles between farms and to the street fair downtown.

The juried street fair, in downtown Sequim, anchors the festival, with more than 190 vendors, entertainment, Northwest food and more. Booths showcase local lavender products from the Sequim Lavender Growers Association, as well as crafts from throughout the Northwest. There is no admission charged for the street fair, and parking is free. Local organizations join in the celebration with events such as the Sunbonnet Sue Quilt Club Show, a Golf Tournament, Nature Walks at the Dungeness River Audubon Center, and a Barn Dance at Angel Farm. ■

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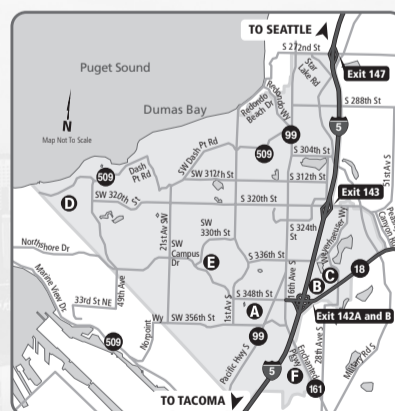
D Dash Point State Park: Camp, fish, swim, hike and beachcomb on Puget Sound in this 398-acre forest minutes from downtown.

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